

CLASSIFICATION ~~CONFIDENTIAL~~
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

CD NO.

50X1-HUM

COUNTRY USSR
 SUBJECT Economic - Railroad equipment
 HOW PUBLISHED Daily newspapers
 WHERE PUBLISHED USSR
 DATE PUBLISHED 4 Oct 1951 - 2 Mar 1952
 LANGUAGE Russian

DATE OF INFORMATION 1951 - 1952

DATE DIST. 25 Jun 1952

NO. OF PAGES 4

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

SOURCE Newspapers as indicated.

USSR ROLLING STOCK REPAIR POOR[Numbers in parentheses refer to appended sources.]

The quality of locomotive and car repairs is poor in many Soviet repair plants. Locomotives released as completely repaired by the Voronezh, Yaroslavl', Krasnoyarsk (1), Molotov (2), Konotop, Shevchenko, Novosibirsk, Chkalov (3), L'vov (4), and Dnepropetrovsk (5) Locomotive Repair Plants and the Lepaya (1) and Ulan-Ude Locomotive and Car Repair Plants were found to have numerous defects (6). Of 73 locomotives repaired by the Voronezh Locomotive Repair Plant during the first 8 months of 1951, 19 proved unfit for operation and had to be sent back to the plant for further repairs (1). Workmen at the Konotop Locomotive and Car Repair Plant are more interested in the number of locomotives they turn out than in the quality of repairs. A locomotive which underwent repairs for 2 months at the plant, and was about ready to be returned to service, showed 80 defects. Repair work is no better at the Novosibirsk, Krasnoyarsk, or Chkalov Locomotive Repair Plants. Locomotives repaired by the Novosibirsk plant cannot be put into service without additional repairs. Locomotives repaired by the Chkalov plant break down frequently. Those turned out by the Krasnoyarsk plant are found to have poorly-machined valve bushings and no uniform clearance in the valve rings (3).

Many of the locomotives repaired by the Molotov Locomotive Repair Plant in 1951 were found to have an average of 50 cases of incomplete repairs, mainly because of the haphazard work in the plant (2). Every locomotive inspected at the Ulan-Ude Locomotive and Car Repair Plant by the ministry's inspector in 1951 averaged 47 cases of incomplete repairs, and was required to remain an additional 100 hours (6). When a locomotive engineer came to the Shevchenko Locomotive Plant for his locomotive, he noted the numerous incompleteness and demanded that they be rectified. However, the plant refused him further admittance. Subsequently, a special commission appointed by the ministry found 44 defects on the locomotive. During 9 months of 1951, the Shevchenko plant repaired ten locomotives for the Southwestern Railroad, but the quality of repairs was very poor (3).

- 1 -

CLASSIFICATION		CONFIDENTIAL		DISTRIBUTION									
STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB									
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI									

CONFIDENTIAL

50X1-HUM

Some of the locomotives repaired by the L'vov, Shevchenko, and Chkalov Locomotive Repair Plants had to be returned to the plants for additional repairs(4). A locomotive delivered by the Dnepropetrovsk Locomotive Repair Plant in early January 1952 as completely overhauled had to be sent back to the plant a month later for further repairs and completion of unfinished work(5).

Despite the fact that diesel locomotive terminals have added new equipment, reconditioned old equipment, and produced various new devices, there is still considerable haphazard work involved in the repair of diesel locomotives.

Rather than chrome plate the pistons which have worn out and then machine grind them as do the automotive enterprises, the diesel locomotive terminals continue to replace the worn-out parts and then grind them by hand, a process which is not only laborious but also does not produce uniform tolerance. Also, premature piston ring burning has not been overcome completely. The aviation and automobile and tractor industries surmounted this problem by using a chrome ring for the top ring, thus reducing wear of the cylinder walls and increasing the life of the remaining nonchrome rings(7).

Defective locomotive repairs are not the only problem facing the Ministry of Rail Transportation and its Main Administration of Locomotive Repair Plants. In 1951, the Daugavpils Locomotive and Car Repair Plant received its first order to repair heavy-duty locomotives. Although the plant has all the equipment needed to do this work, it is more than 20 heavy-duty locomotives behind schedule in its repair plan(8). The Rostov Locomotive Repair Plant is repairing the series L locomotive, something new for this plant(9). Even though the plant is equipped with modern equipment, having made considerable improvements such as installation of many new motors, cranes, etc., during the postwar period, it has been operating inefficiently and has not been completing its repair plans for some time. At present, preparations have been made for a conference to cope with the problem of repairing the series L locomotive(10). For this reason, a crew of workmen went to the Kolomna Locomotive Building Plant, where the locomotives were originally built, to learn about the locomotives(9).

The Yaroslavl' Locomotive Repair Plant failed to fulfill its 1951 repair plan, mainly because of the lack of know-how(11). Only after the Kaliningrad Locomotive Repair Plant fulfilled its 1951 repair plan 51.4 percent did the Main Administration of Locomotive Repair Plants become interested(4).

The Lepaya Locomotive and Car Repair Plant is another plant which is behind schedule in completing its repair plans, having completed its repair plan of locomotives only 67.6 percent for 11 months of 1951. The reason for the poor performance of the plant is caused by the unsystematic work methods and the lack of know-how(12).

The situation is not much better in the car repair plants. The Technical Conference of Car Management of the Transcaucasus Railroad System sharply criticized the quality of repairs made on cars of the system (13) and the results of 1951 and January 1952 show that passenger car repairs were very unsatisfactory(4).

In 1951, the Ulan-Ude Locomotive and Car Repair Plant failed to deliver 51 passenger cars and more than 3,300 tons of metal products. Approximately 50 defects are found on each car repaired by the plant, requiring the car to lay over an extra 53 hours for additional repairs(6). The Konotop and Chita Car Repair Plants have not completed their 1951 car repair plans, and the situation has not improved in January 1952(4). The Uroch' Car Repair Plant also did not fulfill its 1951 repair plan. Of 90 cars released as repaired, each showed some defect and incompleteness. Work is neither planned nor organized at the plant and all work is being done manually rather than by mechanized facilities(14).

- 2 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

The Alma-Ata Car Repair Plant has not been completing its repair plans for the past few years. In the first 11 months of 1951, the plant fulfilled its repair plan only 70.5 percent. The plant's supervision blames the plant's poor performance on the poor material supply. However, the main reason is that, instead of clear-cut planning, there is a great deal of inconsistency at the plant. Work is organized very poorly and activity becomes intensified only toward the end of the month. Inspection discloses 50-100 cases of incomplete repairs on every car about to be delivered(12).

The Borisoglebsk Car Repair Plant completed its 1951 plan in 11 months, but the unmethodical system of supplying materials results in a considerable amount of haphazard work at the plant. It is unable to maintain a continuous flow of production during the first 10 days of the month, mainly because of the shortage of some 70-80 items. Meanwhile, the plant's storehouse is loaded with material which is not needed at the plant(14).

Enterprises allied to railroad rolling stock repair plants also have fallen behind in plan fulfillment. The Darnitsa Stock Parts Plant and the Voroshilovgrad Foundry-Machine Shop have neither fulfilled their 1951 plan nor their plan for January 1952. The Tashkent and Petukhov plants, both under the Main Administration for Railroad Transport Machine-Building Plants, have encountered high costs in their metal-casting operations(4).

Reasons given for the poor performance of the rolling stock repair plants are unsystematic work methods, poor work discipline, lack of industrial know-how, great labor turnover(12), slow introduction of modern work methods(8), lack of material or equipment(2), shortage of tools and lack of trained personnel(15), lack of organization and clear-cut planning(16), and lack of proper supervision by the Main Administration of Locomotive Repair Plants(8) and the Main Administration of Car Repair Plants(12).

The Main Administration of Locomotive Repair Plants has not been making any effort to ascertain the exact requirements of its subordinate plants, which results in material shortage at some plants, surplus stock in others. For example, while three plants of the administration have enough cast iron on hand to last 6 months, the Vologda, Michurinsk, and Ufa plants are practically without it. Tens of tons of electric-welding wire have accumulated at three plants at a time when other plants do not know where to find it. Meanwhile, 160 tons of unsorted iron have piled up at the Rostov plant(14); about 2 million rubles' worth of surplus materials have accumulated at the Lepaya Locomotive and Car Repair Plant(12), and more than one million rubles' worth of tools above norm have piled up at the Ulan-Ude plant. Of 20 million rubles' worth of surplus material, 16 million in stock parts have piled up at the plants and central base of the Main Administration of Locomotive Repair Plants.

Despite the fact that the Borisoglebsk Car Repair Plant repairs only tank cars, it has received over 600 cubic meters of timber, the lack of which causes the Kanash, Popasnaya, and other plants to fail in plan fulfillment. Although it made no order, the plant received stock parts from the Main Administration of Car Repair Plants, merely to relieve the overloaded bases of the administration. Meanwhile, such critical material as light sheet iron, extremely necessary for the Borisoglebsk plant, was sent to the Darnitsa plant. The plant is getting castings with great difficulty and is often forced to delay repair of tank cars(14).

At the Rostov, Krasnoyarsk, and Tashkent Locomotive Repair Plants, tool-sharpening machines, electric welding machines, and other modern equipment are all used inefficiently. At the Darnitsa Car Repair Plant, a wood-drying kiln, an electric furnace for melting light metal, and a high-frequency machine for hardening parts have not been used for more than a year(4).

- 3 -

CONFIDENTIAL

CONFIDENTIAL

50X1-HUM

Because of the lack of cotton waste, filters in diesel locomotives are replaced after runs of 7,500-8,000 kilometers, rather than after 2,500 kilometers. Mainly because of the lack of experience and of interchangeability of parts, considerable time is lost during periodic inspection and repair. Many diesel locomotive terminals lack motor axle bushings at present.

Despite the fact that Soviet car-building and repair methods have made great strides in recent years, the car repair plants are still forced to use out-of-date shop manuals, some of which have been published in the early part of the century. The manuals published in 1928 and 1934 do not meet present-day demands either; they do not contain drawings of many parts, nor do they specify the type of metal to be used in repair(7).

Because of the poor results of many of its subordinate plants, the Main Administration of Locomotive Repair Plants selected groups of workers from various plants to study production methods and organization at its more advanced enterprises. A group of 15 persons under the leadership of Ol'shovsky, chief engineer of the Izyum Locomotive Plant, made up of workers from the Izyum, Ufa, Voronezh, Zaporozh'ye, and Proletarsk Locomotive Repair Plants, is making a study of production methods and organization at the Voroshilovgrad Locomotive Building Plant. Another group, under the leadership of Novikov, technologist of the Michurinsk Locomotive Repair Plant, composed of workmen from the Michurinsk, Rostov, Poltava, and Chkalov plants, is making a similar study at the Kolomna Locomotive Building Plant. A third group, made up of workmen from the Tashkent and Rostov locomotive plants, will make a study at the Lyublino Foundry-Machine Shop imeni L. M. Kaganovich.(17)

SOURCES

1. Moscow, Gudok, 19 Oct 51
2. Ibid., 31 Jan 52
3. Ibid., 11 Jan 52
4. Ibid., 21 Jan 52
5. Ibid., 1 Mar 52
6. Ibid., 9 Feb 52
7. Ibid., 1 Feb 52
8. Ibid., 4 Oct 51
9. Ibid., 28 Dec 51
10. Ibid., 9 Jan 52
11. Ibid., 6 Feb 52
12. Ibid., 29 Dec 51
13. Tbilisi, Zarya Vostoka, 17 Feb 52
14. Gudok, 7 Dec 51
15. Moscow, Pravda, 19 Feb 52
16. Gudok, 2 Mar 52
17. Ibid., 25 Jan 52

- E N D -

- 4 -

CONFIDENTIAL